

Christmas
Mail

1953 - 1954



International Brotherhood of
TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN & HELPERS of America

GEORGE E. MOCK
International Representative

APPLIATED WITH AMERICAN FEDERATION OF LABOR

ADMINISTRATIVE FILE

Christmas Mail - 1954

HECRES BUILDING, 831 H STREET
SACRAMENTO 14, CALIFORNIA
TELEPHONE HU don 1-2787

February 3, 1955

Mr. Dava Back, General President
International Brotherhood of Teamsters
100 Indiana Avenue, N. W.
Washington, D. C.

Dear Sir and Brother:

In response to your communication of November 18, 1954 re: hauling of surplus Christmas mail by legitimate truckers, please be advised that we went into this matter thoroughly through contact with the truckers and the Postmasters in the various areas within the jurisdiction of Joint Council 38.

I find a general standardized pattern of wage level and truck procurement, throughout the entire jurisdiction, that seemingly is impossible to revise, at this time, at the local level. I have had a survey of the entire area made, which is principally rural, and am of the opinion that the information gleaned may be of service to you in your efforts in this matter at the Washington level.

The various Postmasters claim that they are budgeted from Washington on allotments for extra help and extra trucks.

The wage rate throughout is the specified Civil Service pay rate of \$1.56½ per hour.

Trucks, when rented are procured on the lowest bid. The average is \$1.00 per hour; the majority of these bids are placed by individual non-union operators.

Truck and personnel procurement varies according to the economy of the various geographical locations.

In Sacramento, for instance, the National Guard unit furnishes both trucks and drivers, with war veterans hired for extra jobs.

Modesto uses Air Force Trucks from Castle Field.

Page 2

Air Force and National Guard trucks are used in Reno, Nevada with the requirement that ex-service-men be given priority in hiring.

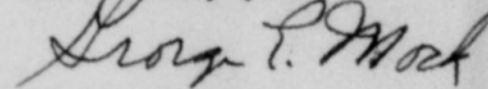
Bakersfield, this year, the low bid for trucks was \$.70 per hour.

Eureka, like the rest, reports the \$1.00 per hour truck, rental and the utilization of the State Employment Service and the local State College for extra help, also out-of-work Teamsters are used from the hiring hall if they want the jobs at the \$1.56 $\frac{1}{2}$ rate.

The entire Joint Council 38 jurisdictional area reveals the same pattern - a financial setup that eliminates both the bona fide truck owner and the worker under a Teamster contract.

It seems evident that, where the Valley Areas of California are concerned, that the basic solution to the problem evolves on what can be accomplished through contact with the top echelon at Washington. Supplemental to what effort is made at the Washington level, I am certain that our contacts with the three Congressmen in the Valley Area - John E. Moe, B. F. Flak and Marian Hagen (all Democrats) - may produce better results.

Fraternally yours,



George E. Mock
International Representative

GEM/bb

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JAN 10 1962

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814 MAIN STREET

"AFFILIATED WITH AMERICAN FEDERATION OF LABOR"

PHONE ME-look 5-8895

Drivers, Warehouse & Dairy Employees

Local



No. 75

ADMINISTRATIVE FILE

Christmas Mail

X

X

GREEN BAY, WIS.

December 22, 1954

Mr. Dave Beck, General President
I. B. of T. C. W. & H. of A.
100 Indiana Avenue, N. W.
Washington 1, D. C.

Dear Sir and Brother:

In response to your recent communication in reference to the Post Office Department, and Christmas mail, as well as other mail going by truck, I contacted our Postmaster who advised me that the question would have to be handled by the District Postmaster in Chicago.

He did, however, send me the enclosed copy of request for bids to transport the Christmas mail. I contacted our operators and furnished them a copy of the bids. They displayed little interest as the Post Office wants trucks only and furnish their own drivers. The rates paid by the Department are next to nothing. In most instances they have leased equipment from the National Guard and pay a rate of \$1.25 per hour to drivers.

We do have one trucking company now hauling inter-city mail from Minneapolis through Green Bay to Sheboygan. Our men are handling this under our Central States Over-the-Road Agreement. We are going to attempt further meetings with the Postmaster and an operators committee and ourselves to attempt to break into some of the Star route business.

Wishing you a Happy and Prosperous New Year, I remain.

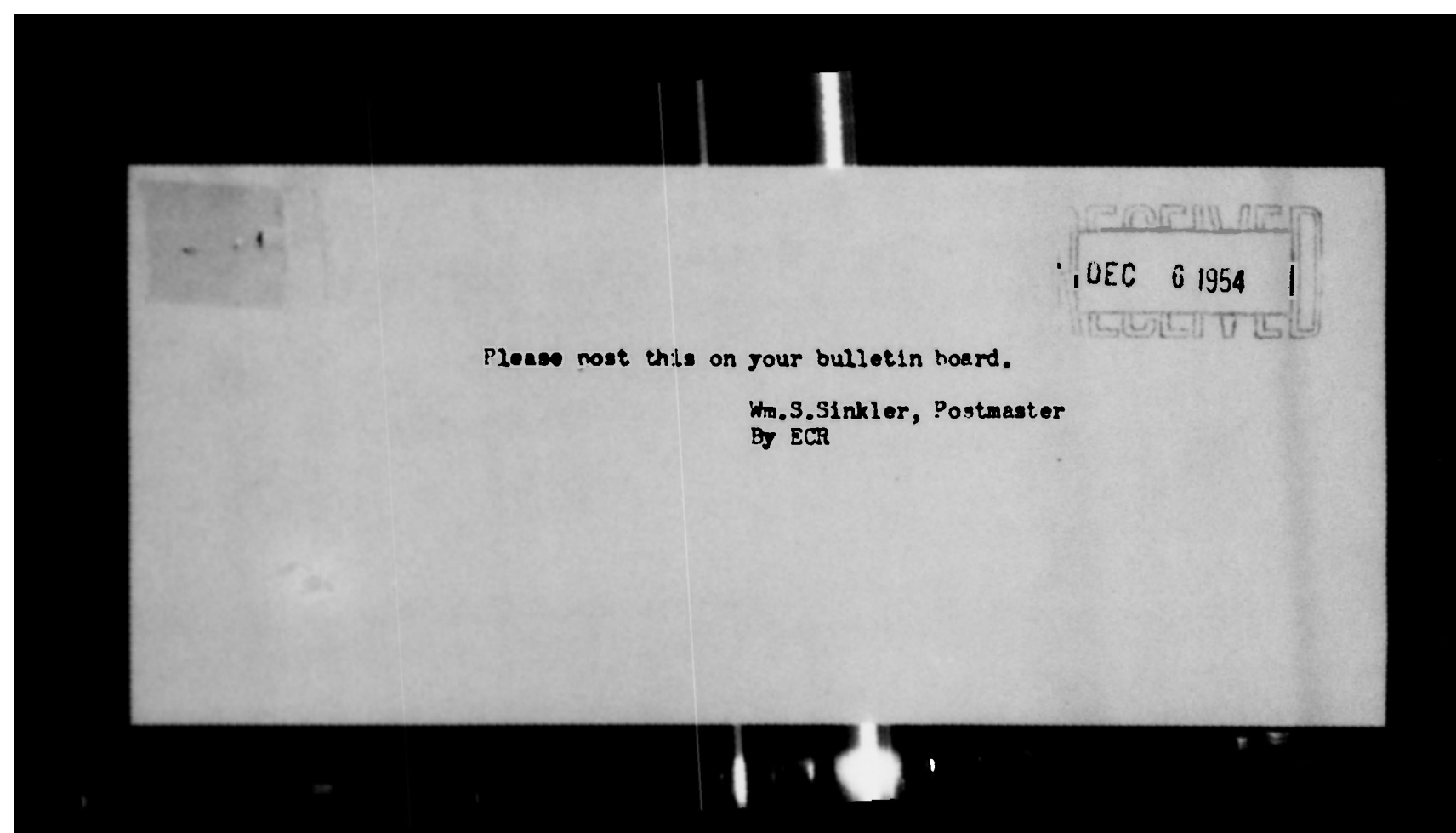
Faternally yours,

Drivers, Warehouse & Dairy Employees
Union, Local No. 75

Emmett E. Terry
Emmett E. Terry, Secretary-Treasurer

Ship by Truck

EET/dc



VS-45
(Rev. 10-22)

ADVERTISEMENT FOR FURNISHING VEHICLES FOR USE IN COLLECTING,
DELIVERING, AND RELAYING MAIL, AND FOR
SPECIAL DELIVERY SERVICE

Green Bay, Wisconsin
(Post office)

December 4, 1954
(Date)

Proposals will be received at the office of the postmaster until 4:00 P.M. December 10, 1954
(Hour) (Date)
for the hire of vehicles without drivers on an hourly basis for use in collecting, delivering, and relaying
mail, and for special delivery service (first-class offices) during the fiscal year ending June 30, 1955.

Each proposal must be enclosed in a sealed envelope, with the notation on the envelope "Proposal
for Vehicle Service, City of Green Bay," and addressed to the postmaster. If bids are mailed,
they must bear proper postage. No. of vehicles needed: Twelve

Type of motor vehicle (truck or passenger car) Panel and Vanette Trucks

Cubic capacity mail-carrying space back of driver's seat Approx. 140 cu. ft. or more

Estimated hours of service per day: Weekdays Vehicles are required for use in the
handling of Christmas mails during the
Sundays period beginning approximately Dec. 14
and ending approximately Dec. 24
Holidays

Estimated hours of service each quarter Temporary use during Christmas period.

Payment will be made for hours of service rendered including loading time; payment will NOT be
made for standing, swing, or lanch time.

The owner will be required to equip each vehicle with adequate locking device, and chains when
necessary; keep the vehicle in reliable operating condition at all times; bear all necessary expense in
connection with the operation and maintenance of same; deliver them each day to the starting point as
ordered by the postmaster (post office, branch, or station) and remove them daily after the contractual
obligation has been fulfilled.

Blanks on which to submit proposals will be furnished on application to the postmaster.

John J. Sunkler
Postmaster.

Additional supply may be obtained from your designated supply office

U. S. GOVERNMENT PRINTING OFFICE 16-50850-2

JULIUS FELDBLUM
President

JOSEPH PECORA
Secretary-Treasurer

**Fruit, Vegetables, Butter, Eggs, Frozen Foods, Liquor,
Grocery and Food Processors, Drivers, Helpers and Warehousemen,
Local Union 863 of Northern New Jersey**

Affiliated with the
**International Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America**

Affiliated with the American Federation of Labor

29 ELIZABETH AVENUE

Bridge 3-3121-3122

NEWARK 8, NEW JERSEY

December 20, 1954

ADMINISTRATIVE FILE

Christmas Mail

X

X

Mr. Dave Beck, General President
I. B. of T. C. W. & H. of America,
A. F. of L.
100 Indiana Avenue
Washington 1, D. C.

Dear Sir and Brother:

After the receipt of your letter of November 18, 1954, referring to your letter of December 1, 1953 which suggested that we contact our representatives in the Senate and Congress to get them to exercise their influence on behalf of Union Truckers, I wrote to the three Congressmen in this area, namely, Peter Rodino, Hugh Addonizio, and Robert Kean, and to the two U. S. Senators. I also wrote to the Postmasters in this area.

In my letter to these officials, I briefly expressed the suggestions contained in your letter of November 18, 1954, and requested them to give every consideration to engage Union Truck Operators in the hiring of outside truckers. I received a reply from the three Congressmen and they expressed a sympathetic attitude towards our position.

However, this month I received the enclosed letter from Ormonde Kieb, Assistant Postmaster General, which is self-explanatory. In view of Mr. Kieb's letter, I thought it would be fruitless to follow it up any further and I felt that Mr. Kieb's letter should be called to your attention so that you may be able to advise us how we may approach this subject for the future.

Faternally yours,

LOCAL UNION NO. 863

Joseph Pecora

Joseph Pecora
Secretary-Treasurer

JP:rrk
Enc.

POST OFFICE DEPARTMENT
ASSISTANT POSTMASTER GENERAL
BUREAU OF FACILITIES
WASHINGTON 25, D. C.

December 13, 1954

Honorable Robert W. Kean
House of Representatives

Dear Congressman Kean:

I have for reply your note of December 7, 1954, with which you enclosed a copy of correspondence by and between Mr. Joseph Pecora, a union labor official, and Mr. Louis Reilly, Postmaster, Newark, New Jersey, dated November 23, 1954, all relative to temporary Christmas mail handling contracts and wage scales paid by these contractors.

I assume that by this date Mr. Pecora and the Postmaster, Mr. Reilly, have met and discussed this matter and come to reasonable terms. The Department is and must be primarily interested in the reputation and responsibility of the trucking company and be assured that it meets all the safety requirements and regulations of the City, County and State regulating bodies. The Department can not require that contractors to whom awards for service or supplies are made operate a "closed shop".

Cordially yours,

Opmonde A. Kieb

OPMONDE A. KIEB
Assistant Postmaster General

t-7



FRANK J. GILLESPIE
Secretary-Treasurer

OFFICE TELEPHONE Central 6-8754

DAIRY EMPLOYEES' UNION

Local No. 754, I. B. of T., C., W., and H. of A.

205 WEST WACKER DRIVE
CHICAGO 6

ADMINISTRATIVE FILE

Christmas Mail - 1954

X

December 15, 1954

Mr. Dave Beck, General President
International Brotherhood of Teamsters
100 Indiana Avenue, N. W.
Washington 1, D. C.

Dear Sir and Brother:

In re: Transportation of mail by truck

We all hope that your campaign for the increase use of trucking equipment for the transportation of Christmas mail and all mail, for that purpose, has proved successful.

Attached is copy of a letter received from Mr. E. George Siedle, Assistant Postmaster General, Bureau of Transportation, in Washington, which is pretty much in accord with your wishes.

However, nothing is mentioned in the letter about whether or not they are using personnel on a union or non-union basis. Keep up the good work to keep the trucking industry in the forefront.

Also, we know that you will be pleased to know that all the Chicago papers have been playing up the National Safe-driving day today. God knows that we need something of this sort, as the weekend of Friday, Saturday and Sunday was the worst we had in the City of Chicago, with a new record of serious injuries and crashes of 276 over the weekend, as announced by Chief Michael Ahern of the Traffic Department, Chicago Police. This really is bad, and something must be done about it, and your safe-driving day is a step in the right direction.

Fraternaly yours,

DAIRY EMPLOYEES' UNION, Local 754

By

Frank Gillespie
Frank J. Gillespie
Secretary-Treasurer

FJG CVK

Encla.

COPY

In replying
Please refer to:
EGS HC T DS

POST OFFICE DEPARTMENT
ASSISTANT POSTMASTER GENERAL
Bureau of Transportation
Washington, D. C.

December 10, 1954

Mr. Frank J. Gillespie
Secretary-Treasurer and Attorney
Dairy Employes' Union, Local 754
205 West Wacker Drive
Chicago 6, Illinois

Dear Mr. Gillespie:

The Postmaster General has requested me to reply to your letter of November 29, 1954, relative to the transportation of mail by truck during the Christmas season.

The usual procedure for the transportation of mail by motor vehicle during the Christmas period is to use personnel and equipment provided by the regular contractors who are responsible for this mail during the entire period of the year. The contracts that these individuals have with the Department provide for this additional service at pro rata rates. It is very seldom that new temporary contractors are employed for the Christmas season. On such occasions, it is necessary to conform to the present statutes which require the obtaining of bids for the performance of the service and the awarding of a contract to the lowest responsible bidder. The successful bidder is required to furnish adequate equipment and provide the necessary service as well as to obey the local county, state, and Federal laws relative to the operation of motor vehicles for hire.

Postmasters at the larger post offices do advertise for vehicles to assist in the transportation of the Christmas mails. The award of contracts in these instances is made in the same manner as previously described. These hired vehicles, however, are operated by post office personnel.

Thank you sincerely for your interest in the problem of transporting the mails particularly at the Christmas season.

Sincerely yours,

(Sgd) E. George Siedle
Assistant Postmaster General

P. O. BOX 1138
222 SO. FELLOW STREET
TELEPHONE - - 0 5400
SOUTH BEND 1, IND



Office of
NORMAN C. MURRIN

(Registered Emblem)
1

ADMINISTRATIVE FILE

Chauffeurs Mail

X

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Chauffeurs, Teamsters and Helpers

LOCAL UNION NO. 364

AFFILIATED WITH THE AMERICAN FEDERATION OF LABOR

December 13, 1954

Mr. Dave Beck
Teamsters, Chauffeurs
Warehousemen & Helpers
100 Indiana Avenue N.W.
Washington 1, D. C.

Dear Sir and Brother:

This is in reference to your letter of November 18, outlining the steps that should be taken in regard to the post office mail which must be delivered during the Christmas holidays.

I wish to inform you that the post master has been contacted and all available steps have been taken to insure that legitimate employers would secure the post office business. The post master has been informed that this Local is very interested in this situation and will keep in touch with him from year to year.

Fraternally,

CHAUFFEURS, TEAMSTERS AND
HELPERS LOCAL UNION NO. 364

Norman C. Murrin
Norman C. Murrin, President

MJL:JAC



General Drivers and Helpers

LOCAL NO. 593

INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN
AND HELPERS OF AMERICA

AFFILIATED WITH THE A. F. OF L.

18 Strand Building

Kalispell, Montana

ADMINISTRATIVE FILE

Christmas Mail

X

December 9, 1954.

Mr. Dave Beck, President,
I.P. of T.C.W. & H. of A., A.F.L.
Washington, D.C.

Dear Sir and Brother,

I recently contacted the local Kalispell, Montana Postmaster,
Mr. Cecil Rhodes, in regard to the hauling and distribution of
holiday mail by private carriers employing members of the
Teamsters Union.

Mr. Rhodes informed me that he, as Postmaster, could do nothing for
us in this matter. He has been instructed to contact all government
agencies in this immediate area to ascertain what suitable govt.
vehicles are available to the P.O. Dept. for holiday use. This
particular office uses Forest Service vehicles almost every year
as they are idle here then. The local P.O. employs the other govt. depts.
employees to drive. It is assumed that in operating in this manner
the P.O. Dept. is saving the public many dollars by utilizing the
vehicles and manpower already at the public's disposal.

Fraternally yours,

Noel M. Gies
Noel M. Gies, Sec'y.

RECEIVED
DEC 10 1954
LOCAL NO. 593

International Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America

AFFILIATED WITH THE AMERICAN FEDERATION OF LABORS



John P. Carroll

SECRETARY

Local Union No. 127

217-219-W. 12th.

STREET

Cincinnati 10, Ohio

November 23, 1954

ADMINISTRATIVE FILE

Mr. Dave Beck, General President
International Brotherhood of Teamsters
100 Indiana Avenue, N.W.
Washington 1, D.C.

Christmas mail

X

X

Dear Sir and Brother,

Replying to your letter dated November 18, 1954 - which has
reference to your original letter dated December 1, 1953 - Governing
of mail hauling by our union membership.

I have through various channels been successful in having
your program carried out.

Therefore allow me to assure you I am ready and willing to
co-operate with you in any and all programs set up by your office.

Trusting you are well at this date, and wishing you the coming
seasons greetings;

I Remain, Fraternally.

John P. Carroll
Sec'y. Treas.

5-10-10 11-10-10



**INTERNATIONAL BROTHERHOOD
OF
TEAMSTERS-CHAUFFEURS-WAREHOUSEMEN & HELPERS
OF AMERICA**

AFFILIATED WITH THE AMERICAN FEDERATION OF LABOR

25 Taylor Street, Room 722
San Francisco 2, California
December 3, 1954

ADMINISTRATIVE FILE

Christmas Mail

X

X

Mr. Dave Beck, General President
International Brotherhood of Teamsters
100 Indiana Avenue N. W.
Washington 1, D. C.

Dear Sir and Brothers:

Your letter of November 18 to all Local Unions and Joint Councils regarding the hauling of mail during the Christmas holidays has been received.

This matter was taken up by the Draymen's Association with the Postmaster in San Francisco. The bids were such that no draymen under a union contract could compete. As you know, most of this Christmas mail is hauled locally during unusual hours and on Saturdays and Sundays. However, all short hauls are being performed by union trucking concerns.

The Postmaster in San Francisco informed the Draymen that he could not make any provisions for overtime pay. Therefore, draymen could not afford to take on this type of hauling. He also mentioned the fact that he must follow procedure laid down by officials in Washington.

I believe that it is the intantion of the Post Office Department in San Francisco to again use military equipment with veterans and high school students, and under the Vehicle Code of the State of California, these drivers are not even required to be licensed chauffeurs.

I know that if something could be worked out through the Washington office it would be of tremendous help to employers covered under union contracts in this district, and also to our membership because at this time of year there is considerable unemployment and will be, we believe, until probably the end of February or the beginning of March.

Fraternally yours,

JJD:r

Joseph J. Divito
Eighth Vice President



**GENERAL TEAMSTERS, WAREHOUSEMEN
AND HELPERS UNION**
LOCAL 890 A.F.O.F.L.

AFFILIATIONS

JOINT COUNCIL OF TEAMSTERS, No. 7
CALIFORNIA STATE FEDERATION OF LABOR
SALINAS CENTRAL LABOR COUNCIL
MONTEREY PENINSULA CENTRAL LABOR COUNCIL
WESTERN CONFERENCE TEAMSTERS
ALL WESTERN AND NATIONAL
TRADE DIVISIONS

PRESIDENT — JOHN SULLIVAN
SEC. - TREAS. — WILLIAM G. KENYON
TELEPHONE SALINAS 5743 - 5744 - 5745
TELEPHONE MONTEREY 20124
274 EAST ALIBAL STREET
SALINAS • CALIFORNIA

December 2, 1954

ADMINISTRATIVE FILE

Christmas mail

Mr. Dava Beck, General President
International Brotherhood of Teamsters
100 Indiana Ave., N. W.
Washington 1, D. C.

Dear Brother Beck:

In response to your request of your letter dated November 18, I have contacted the Postmaster in this area and he informed me that they were unable to get suitable trucks for handling mail. I also contacted our trucking agencies and found this to be true. Enclosed is a letter from the Postmaster in this area.

We are keeping on top of this matter and I know that under your guidance that in the very near future this mail will be handled by members of the Teamsters Union.

Extending the Season's Greeting, I am,

Fraternally yours,

W. G. Kenyon
William G. Kenyon, Sec'y

WGK/b
Encl.

United States Post Office

CLASS
BY REPLACING
MENTION INITIALS AND DATE

Salinas, California
December 1, 1954

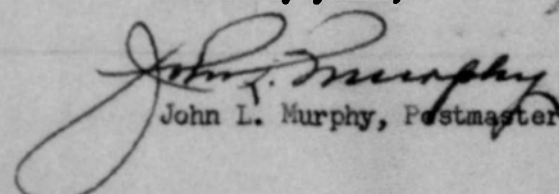
Mr. Bud Kenyon
Secty - Teamsters Union
274 East Alisal Street
Salinas, California

Dear Bud:

In reference to our telephone conversation of this day, concerning the use of trucks for the handling of the Christmas mail, as we have already been instructed by the Post Office Department to request the Department of the Army for the loan of army trucks for this purpose of delivering the huge volume of Christmas mail and as a result of this request, they have assigned for our use 8 1½-ton army trucks for this coming Christmas season.

In the event that we are unable to secure the army trucks in the future, we shall get in touch with you when we are in need of trucks for mail delivery.

Sincerely yours,


John L. Murphy, Postmaster

JLM:seb

RECEIVED
DEC 1 1954

U.S. POST OFFICE
SALINAS, CALIF.

RECEIVED

DEC 1 1954



OFFICE TELEPHONE Central 6-8754

DAIRY EMPLOYEES' UNION

Local No. 754, I. B. of T., C., W. and H. of A.

205 WEST WACKER DRIVE
CHICAGO 6

ADMINISTRATIVE FILE

Christmas mail-1954
X
X

November 29, 1954

Mr. Dave Beck, General President
International Brotherhood of Teamsters
100 Indiana Avenue, N. W.
Washington 1, D. C.

Dear brother Beck:

We enclose herewith copies of letters which have been transmitted to our Postmaster here in Chicago, and the Postmaster-General in Washington, D. C., along with copies to the proper assistants and general superintendent of the post office, and we hope that we will have success in moving the mail this year by truck.

With very best regards,

Fraternally yours,

DAIRY EMPLOYEES' UNION, Local 754

By *Frank J. Gillespie*
Frank J. Gillespie
Secretary-Treasurer

FJG:CVK
Encls.



FRANK J. GILLESPIE
Secretary-Treasurer

OFFICE TELEPHONE Central 6-8754

DAIRY EMPLOYEES' UNION

Local No. 754, I. B. of T., C., W. and A. of A.

205 WEST WACKER DRIVE
CHICAGO 6

November 29, 1954

Mr. Carl A. Schroeder, Postmaster
City of Chicago
433 West Van Buren Street
Chicago 7, Illinois

Dear Sir:

Now that the Christmas mail volume is mounting, and it looks like a new all-time "high" will be reached in the postal department, both in mail and parcel post, the members and Officers of this Union urge that for expediting this vast job, the Postal Authorities enlist the facilities of truck operators who employ personnel at the same union rate.

After all, the workers of America are the real tax-payers, and it should be incumbent upon all Postmasters and the Postmaster-General in Washington to see that no temporary mail contracts are let to irresponsible, fly-by-night operators who do not pay a living wage. This is the only way we can have a free economy in which the citizens can ably pay the taxes.

We trust that you will give serious consideration to contracting with well-recognized trucking operators whose record for responsibility is well-tested, both in their business practices, and the matter of proper insurance and workmen's compensation coverage for the protection of the general public.

The trucking industry has proved its ability to do the job, and we hope that you will give serious consideration to our request.

Yours sincerely,

DAIRY EMPLOYEES' UNION, Local 754

By

Frank J. Gillespie
Secretary-Treasurer and Attorney

FJG:GVK

cc: Ralph Donagan, General Superintendent of the Mails, Chicago
Lester M. Berritt, Assistant Postmaster, Chicago

CHICAGO
RECEIVED



FRANK J. GILLESPIE
Secretary-Treasurer

OFFICE TELEPHONE Central 6-8754

DAIRY EMPLOYEES' UNION

Local No. 754, I. B. of T., C., W. and A. of A.

285 WEST WACKER DRIVE
CHICAGO 6

November 29, 1954

Mr. Arthur E. Summerfield
Postmaster General
United States Post Office
Washington, D. C.

Dear Sir:

Now that the Christmas mail volume is mounting, and it looks like a new all-time high will be reached in the postal departments, both in mail and parcel post, the members and officers of this Union urge that for executing this vast job, the Postal Authorities enlist the facilities of trade secretaries who employ personnel at the present rate.

After all, the workers of America are the real tax-payers, and it should be incumbent upon all Postmasters and the Postmaster-General in Washington to see that no temporary and one-facts are let to irresponsible, fly-by-night operators who do not pay a living wage. This is the only way we can have a free economy in which the citizens can ably pay the taxes.

We trust that you will give serious consideration to contracting with well-recognized trucking operators whose record for responsibility is well-tested, both to their personnel practices, and the matter of proper insurance and workmen's compensation coverage for the protection of the general public.

The trucking industry has proved its ability to do the job, and we hope that you will give serious consideration to our request.

Yours sincerely,

DAIRY EMPLOYEES' UNION, Local 754

By

Frank J. Gillespie
Secretary-Treasurer and Attorney

FJG:CVK

cc: Ralph Donagan, General Superintendent of the Mails, Chicago
Lester M. Barritt, Assistant Postmaster, Chicago

RECEIVED
NOV 30 1954
RECEIVED

Private Sanitation Union Local 813

AFFILIATED WITH: INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

AFFILIATED WITH THE
AMERICAN FEDERATION OF LABOR
STATE FEDERATION OF LABOR



CENTRAL TRADES AND LABOR COUNCIL
BUILDING AND CONSTRUCTION TRADES COUNCIL

147 FOURTH AVENUE • ROOM 113 • NEW YORK 3, N. Y.
BERNARD ADELSTEIN - Secretary-Treasurer
LOCAL BUSINESS REPRESENTATIVE

November 23, 1954

Mr. Dave Beck, General President
International Brotherhood of Teamsters
A. F. of L.
100 Indiana Avenue Northwest
Washington 1, D. C.

ADMINISTRATIVE FILE

Christmas Mail

X

X

Dear Sir and Brother:

In reply to your letter of November 18, 1954 I
enclose herewith copies of letters sent to the Postmaster
General and the Acting Postmaster in this area.

I hope that these letters will accomplish the aim
of the International so that all mail transportation will
be handled only by union truckmen.

Fraternally yours,

Bernard Adelstein

BERNARD ADELSTEIN
Secretary-Treasurer

BA:HL

RECEIVED
OFFICE OF
THE POSTMASTER
GENERAL
WASHINGTON, D. C.

NOV 24 1954

U.S. MAIL

POSTAGE

337

ALBONGUIN 4-0824
4-0825

Private Sanitation Union Local 813

AFFILIATED WITH: INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

AFFILIATED WITH THE
AMERICAN FEDERATION OF LABOR
STATE FEDERATION OF LABOR



CENTRAL TRADES AND LABOR COUNCIL
BUILDING AND CONSTRUCTION TRADES COUNCIL

147 FOURTH AVENUE • ROOM 113 • NEW YORK 3, N. Y.
BERNARD ADELSTEIN - Secretary-Treasurer
~~XXXXXX~~ AND BUSINESS REPRESENTATIVE

November 23, 1954

Hon. Arthur E. Summerfield
Postmaster General
Washington 25, D. C.

Dear Sir:

At this time of year we know that the mail volume increases tremendously as a result of the Christmas holiday. Because of this fact the normal mail transportation facilities of the Post Office Department are strained to their utmost and the department employs trucks and/or truckmen to assist temporarily in handling the increased volume of mail.

In order that the public be assured of the safe and prompt delivery of letters and packages, we believe that every effort should be made by the department to engage truckmen who are dependable and have the proper equipment and man power to do this. The department can be assured of such service only when it engages UNION truckmen who are members of a Teamster Local, affiliated with the International Brotherhood of Teamsters, A. F. of L.

The speedy and prompt delivery of mail is of vital importance to all concerned. This can be done with your cooperation so that only union truckmen handle the increase in the postal transportation requirements of the department. We know that union truckmen can and will efficiently handle the increased postal transportation at this time of year.

We hope that you will give your cooperation for this purpose.

Very truly yours,

BA:HL

BERNARD ADELSTEIN
Secretary-Treasurer

Private Sanitation Union Local 813

AFFILIATED WITH: INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

AFFILIATED WITH THE
AMERICAN FEDERATION OF LABOR
STATE FEDERATION OF LABOR



CENTRAL TRADES AND LABOR COUNCIL
BUILDING AND CONSTRUCTION TRADES COUNCIL

147 FOURTH AVENUE • ROOM 113 • NEW YORK 3, N. Y.

BERNARD ADELSTEIN - Secretary-Treasurer
~~LOCAL 813~~ AND BUSINESS REPRESENTATIVE

November 23, 1954

Mr. William M. Lommersan
General Superintendent
Postal Transportation Service
8th Avenue & 31st Street
New York 1, New York

Dear Sir:

At this time of year we know that the mail volume increases tremendously as a result of the Christmas Holiday. Because of this fact the normal mail transportation facilities of the Post Office Department are strained to their utmost and the department employs trucks and/or truckmen to assist temporarily in handling the increased volume of mail.

In order that the public be assured of the safe and prompt delivery of letters and packages, we believe that every effort should be made by the department to engage truckmen who are dependable and have the proper equipment and man power to do this. The department can be assured of such service only when it engages UNION truckmen who are members of a Teamster Local, affiliated with the International Brotherhood of Teamsters, A. F. of L.

The speedy and prompt delivery of mail is of vital importance to all concerned. This can be done with your cooperation so that only union truckmen handle the increase in the postal transportation requirements of the department. We know that union truckmen can and will efficiently handle the increased postal transportation at this time of year.

We hope that you will give your cooperation for this purpose.

Very truly yours,

BA:HL

BERNARD ADELSTEIN
Secretary-Treasurer

Private Sanitation Union Local 813

AFFILIATED WITH INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

AFFILIATED WITH THE
AMERICAN FEDERATION OF LABOR
STATE FEDERATION OF LABOR



CENTRAL TRADES AND LABOR COUNCIL
BUILDING AND CONSTRUCTION TRADES COUNCIL

147 FOURTH AVENUE ROOM 113 NEW YORK 3, N. Y.
BERNARD ADELSTEIN -Secretary-Treasurer
BUSINESS AND BUSINESS REPRESENTATIVE

November 23, 1954

Mr. Robert M. Schaffer
Acting Postmaster
General Post Office
8th Avenue & 31st Street
New York 1, New York

Dear Sir:

At this time of year we know that the mail volume increases tremendously as a result of the Christmas holiday. Because of this fact the normal mail transportation facilities of the Post Office Department are strained to their utmost and the department employs trucks and/or truckmen to assist temporarily in handling the increased volume of mail.

In order that the public be assured of the safe and prompt delivery of letters and packages, we believe that every effort should be made by the department to engage truckmen who are dependable and have the proper equipment and man power to do this. The department can be assured of such service only when it engages UNION truckmen who are members of a Teamster Local, affiliated with the International Brotherhood of Teamsters, A. F. of L.

The speedy and prompt delivery of mail is of vital importance to all concerned. This can be done with your cooperation so that only union truckmen handle the increase in the postal transportation requirements of the department. We know that union truckmen can and will efficiently handle the increased postal transportation at this time of year.

We hope that you will give your cooperation for this purpose.

Very truly yours,

BERNARD ADELSTEIN
Secretary-Treasurer

Teamsters Joint Council No. 32

AFFILIATED WITH THE AMERICAN FEDERATION OF LABOR AND



International Brotherhood of
**TEAMSTERS, CHAUFFEURS,
WAREHOUSEMEN & HELPERS of America**

JACK A. JORGENSEN
President

706 FIRST AVENUE NORTH MINNEAPOLIS 1 MINNESOTA

JOSEPH F. O'HARE
Secretary-Treasurer

FILMORE 1431

December 2, 1954

ADMINISTRATIVE FILE

Christmas mail

X

X

Mr. Dave Beck, President
I. B. T. C. W. H. of America
100 Indiana Avenue, N. W.
Washington 1, D. C.

Dear Sir and Brother:

I am enclosing copy of letter received today from Mr.
Leonard P. Ramberg, Postmaster in Minneapolis, in response
to my letter regarding using Teamsters to help deliver the
holiday mail.

Fraternally yours,

TEAMSTER JOINT COUNCIL NO. 32

By Jack J. Jorgensen
Jack J. Jorgensen, President

JJJ/drr

Enc.

oeiu#12

COPY OF LETTER RECEIVED FROM POSTMASTER, MINNEAPOLIS, MINN.

December 1st, 1954

Mr. Jack J. Jorgensen,
President, Teamsters Joint Council No. 32,
International Brotherhood of Teamsters,
Chauffeurs, Warehousemen & Helpers of
America,
706 First Avenue North,
Minneapolis 3, Minnesota

Dear Mr. Jorgensen:

Reference is made to your letter of November 23, 1954, JJJ/drr (oeiu#12), which concerned the procurement of contract vehicles and the employment of operators therefor during the coming Christmas period.

Preliminary to explanation of the position this office is required to take in the matter, may I express my sincere thanks to you and your associates for your assurance there is no feeling that anything should be done to hamper the flow of holiday mails. I appreciate also that the viewpoint expressed in your letter is taken in the hope of giving assistance in expediting movement of the mails.

Instructions as to the hire of contract vehicles are very specific, and all Postmasters are bound by regulations to follow the procedures set forth. The full text of such instructions is too lengthy for inclusion in a letter but you may be assured we shall be pleased to have you review the directives if you so desire.

However, in order that you may better understand some of our problems I am pointing out some of the salient facts connected with the hiring of extra trucks and drivers.

1. Contracts for the hire of vehicles for mail service shall be entered into only after bids have been invited by public advertisement on Form VS-68, properly completed. Each advertisement must be posted on the bulletin board at the post office, stations and branches. Diligent effort must be made to secure the widest possible competition from eligible postal employees, persons and firms not connected with the Postal Service, and as the result of publicity as news but only without cost to the Department. Contracts may not be terminated by contractors until they have been in operation 30 days or longer.

2. Each proposal must be enclosed in a sealed envelope. Each envelope must be stamped to show the date and time of receipt.

3. No contract may be awarded for the furnishing of a vehicle with driver; neither may the proposal Form VS-67 be modified in any respect. If there is any evidence of collusion in bidding, price fixing, or abuse of contract equipment, a special report must be submitted to the inspector in charge and the Bureau of Facilities, Division of Vehicles.

Briefly, Post Office Department instructions require that all owners of truck equipment be permitted to offer their vehicles through competitive bids. Awards must be made to the lowest bidders. All operators of such vehicles are employees of the U. S. Government, are sworn in as temporary postal employees and are paid directly by the Government from postal funds. In most instances the owners (sworn in as postal employees) operate their own trucks and receive separate checks for their services as drivers. In either case the drivers are paid by the Post Office Department at a rate

Page 2 - Copy of letter from Postmaster, Mpls., Minn.

set by the Department and authorized by Congress. All prospective truck equipment is inspected prior to issuance of bid forms, and all drivers as well as owners are screened. Records will show that the greater percentage of truck owners and drivers have been working for the Post Office Department for a number of years during Christmas periods, and are experienced and dependable in the delivery of parcel post. These employees are rated each year as to efficiency, and are not rehired if their services or equipment were in any way unsatisfactory.

Although contracts are awarded each year to many commercial truck owners, experience has shown that a greater percentage of such truckers withdraw their equipment without notice in favor of more lucrative hauling outside the Post Office when available, and the Post Office would be stranded if it were not for the services and equipment of individual truck owners.

We shall be pleased to discuss the matter further if you feel a conference is necessary.

Very truly yours,

Signed "Len"

(Leonard F. Ramberg)
P o s t m a s t e r

November 23, 1954

Mr. Leonard Raaberg, Postmaster
Main Post Office
Minneapolis, Minnesota

Dear Leonard:

This is the time of year when mail volumes are rising to their Christmas peaks. It is a time when the mail transportation facilities normally used by the Post Office Department are strained to their utmost.

It is our understanding that the flow of mail this year will be about 10% higher than 1953's record figures. This will require additional transportation facilities.

It is not our feeling that anything should be done to hamper the flow of mails -- on the contrary, we feel here that everything should be done to expedite the mail movement, particularly at Christmas time.

However, we feel that such extra vehicles should be manned by Union members under the Teamster jurisdiction and not by fly-by-night operators who pay far below the Union scale.

May we hear from you regarding this matter.

Sincerely yours,

TEAMSTERS JOINT COUNCIL NO. 32

By Jack J. Jorgensen
Jack J. Jorgensen, President

JJJ/drr

cc:lu#12

cc: Dave Beck

INTERNATIONAL BROTHERHOOD OF TEAMSTERS,
CHAUFFEURS, WAREHOUSEMEN AND HELPERS

ADMINISTRATIVE FILE

Christmas mail

X

JOINT COUNCIL No. 26

217 WEST TWELFTH STREET



CINCINNATI (10), OHIO

AFFILIATE OF A. F. OF L.

NOVEMBER 23, 1954

MR. DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
100 INDIANA AVENUE, N. W.
WASHINGTON 1, D. C.

DEAR SIR AND BROTHER:

IN RESPONSE TO YOUR REQUEST IN LETTER
DATED NOVEMBER 18, 1954 WITH REGARD TO CON-
TACTING THE POST OFFICE DEPARTMENT CONCERNING
UNION LABOR FOR THE CHRISTMAS SEASON.

WE ARE ENCLOSING A COPY OF LETTER BEING
FORWARDED TO THE CINCINNATI POSTMASTER TO
LET YOU KNOW THIS OUR FIRST STEP IN THIS LINE.

PERMIT ME TO REMAIN,

FRATERNALLY YOURS,

Bert Cook

BERT COOK
SECRETARY-TREASURER
JOINT COUNCIL 26

ENCL 1

NOVEMBER 23, 1964

MR. ROBERT J. WENKING, POSTMASTER
CITY OF CINCINNATI
CINCINNATI, OHIO

DEAR SIR:

1964, AND AGAIN WE ARE APPROACHING THE TIME OF THE YEAR
WHEN MAIL VOLUMES ARE RISING TO THEIR CHRISTMAS PEAKS.

THE TEAMSTERS JOINT COUNCIL NO. 26 RESPECTFULLY REQUESTS
THAT YOU MAKE EVERY REASONABLE EFFORT TO HAVE THIS EXTRA
WORK HANDLED BY OPERATORS WHO EMPLOY UNION LABOR.

WE FEEL THAT EVERYTHING SHOULD BE DONE TO EXPEDITE THE
MAIL MOVEMENT PARTICULARLY AT CHRISTMAS TIME, AND THIS
CAN BE DONE BY EXPERIENCED AND COURTEOUS UNION MEMBERS.

THEREFORE, WE ASK AGAIN FOR YOUR COOPERATION IN PLACING
WORK WITH OPERATORS WHO EMPLOY UNION LABOR. THANK YOU.

A SINCERE, "HAPPY HOLIDAYS" FOR YOU AND YOUR STAFF.

VERY TRULY YOURS,
TEAMSTERS
JOINT COUNCIL NO. 26

BERT COOK
SECRETARY-TREASURER

CC: ARTHUR BELL, GEN'L. SUPT. POSTAL TRANSP. SERVICE
F. C. ANNEX

FRANCIS J. LANGR, SUPT. DELIVERY -
F. C. ANNEX

ADMINISTRATIVE FILE ✓

Christmas Mail

Postal Tracking

X

6001 Pulaski Highway
Baltimore 5, Maryland
December 6, 1954

Mr. Charles Bell
c/o Local Union 579
1500 15th Street, N. W.
Washington 5, D. C.

Dear Sir and Brothers:

As a follow up to our recent meeting in Washington on the subject of securing mail shipments for the trucking industry, I wish to advise you that a new letter is going out to all our membership in the area around Baltimore, Washington, D. C., Richmond, Va., and Norfolk, Va., urging our membership to write their Congressmen, asking that their Congressmen support the Post Office Department in its effort to use trucks as a more efficient and economical means of hauling mail.

You are being urged to follow up and encourage your membership to write their Congressmen. Advise your stewards, delegates and union representatives to write as requested. Remember, we have thousands of members in this area and if only a few hundred write in, it is bound to have a favorable effect, since Congressmen are politicians, and politicians are very attentive to letters from home.

If you encourage your key people to write in and in their turn pass the work on to the others in their place of employment, we can show the railroads under in their effort to keep mail from going by truck.

Fraternally yours,

Al Evans,
General Organizer

cc: Mr. Jenn Hedding
Mr. Elmer O. Mohr
AE/b

6001 Pulaaki Highway
Baltimore 5, Maryland
December 6, 1954

Mr. A. E. Conyers
c/o Local Union 592
2500 Idlewood Avenue
Richmond 20, Virginia

Dear Sir and Brothers:

As a follow up to our recent meeting in Washington on the subject of securing mail shipments for the trucking industry, I wish to advise you that a fore letter is going out to all our membership in the area around Baltimore, Washington, D. C., Richmond, Va., and Norfolk, Va., urging our membership to write their Congressmen, asking that their Congressmen support the Post Office Department in its effort to use trucks as a more efficient and economical means of hauling mail.

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If you encourage your key people to write in and in their turn pass the word on to the others in their place of employment, we can show the railroads under in their effort to keep mail from going by truck.

Fraternally yours,

Al Evans,
General Organizer

cc: Mr. John Radding
Mr. Elmer O. Mohr
AR/b

6001 Pulaski Highway
Baltimore 5, Maryland
December 6, 1954

Mr. J. F. Thomas
c/o Local Union 808
810 W. 37th Street
Norfolk, Virginia

Dear Sir and Brothers:

As a follow up to our recent meeting in Washington on the subject of securing mail shipments for the trucking industry, I wish to advise you that a furo letter is being out to all our membership in the area around Baltimore, Washington, D. C., Richmond, Va., and Norfolk, Va., urging our members to write their Congressmen, asking that their Congressmen support the Post Office Department in its effort to use trucks as a more efficient and economical means of handling mail.

You are being urged to follow up and encourage your membership to write their Congressmen. Advise your stewards, delegates and union representatives to write as requested. Remember, we have thousands of members in this area and if only a few hundred write in, it is bound to have a favorable effect, since Congressmen are politicians, and politicians are very attentive to letters from home.

If you encourage your key people to write in and in their turn pass the word on to the others in their place of employment, we can show the railroads under is their effort to keep mail from going by truck.

Fraternally yours,

Al Evans,
General Organizer

cc: Mr. John Redding
Mr. Elmer O. Kohn
AR/b

6001 Pulaski Highway
Baltimore 5, Maryland
December 6, 1954

Mr. Robert Lester
Teamsters Joint Council No. 55
720 Fifth Street, N. W.
Washington 1, D. C.

Dear Sir and Brother:

As a follow up to our recent meeting in Washington on the subject of securing seal shipments for the trucking industry, I wish to advise you that a form letter is going out to all our membership in the area around Baltimore, Washington, D. C., Richmond, Va., and Norfolk, Va., urging our membership to write their Congressmen, asking that their Congressmen support the Post Office Department in its effort to use trucks as a more efficient and economical means of hauling seal.

You are being urged to follow up and encourage your membership to write their Congressmen. Advise your stewards, delegates and union representatives to write as requested. Remember, we have thousands of members in this area and if only a few hundred write in, it is bound to have a favorable effect, since Congressmen are politicians, and politicians are very attentive to letters from them.

If you encourage your key people to write and in their turn pass the word on to the others in their place of employment, we can show the railroads under in their effort to keep seal from going by truck.

Fraternally yours,

Al Evans,
General Organizer

cc: Mr. John Redding
Mr. Elmer O. Mohr
AR/b

6001 Pulaski Highway
Baltimore 5, Maryland
December 6, 1954

Mr. Clifford Kohn, Secretary-Treasurer
Teamsters Joint Council No. 62
6001 Pulaski Highway
Baltimore 5, Maryland

Dear Sir and Brothers:

As a follow up to our recent meeting in Washington on the subject of securing mail shipments for the trucking industry, I wish to advise you that a form letter is going out to all our membership in the area around Baltimore, Washington, D. C., Richmond, Va., and Norfolk, Va., urging our membership to write their Congressmen, asking that their Congressmen support the Post Office Department in its effort to use trucks as a more efficient and economical means of hauling mail.

You are being urged to follow up and encourage your membership to write their Congressmen. Advise your stewards, delegates and union representatives to write as requested. Remember, we have thousands of members in this area and if only a few hundred write in, it is bound to have a favorable effect, since Congressmen are politicians, and politicians are very attentive to letters from men.

If you encourage your key people to write and in their turn pass the word on to the others in their place of employment, we can show the railroads under in their effort to keep mail from going by truck.

Fraternally yours,

Al Evans,
General Organizer

cc: Mr. John Redding
Mr. Elmer O. Mohn
AE/s

DEC 1 8 1954

RECEIVED

DAVE BECK
General President



International Brotherhood of
TEAMSTERS, CHAUFFEURS
WAREHOUSEMEN & HELPERS *of America*
AFFILIATED WITH AMERICAN FEDERATION OF LABOR

100 INDIANA AVENUE, N. W. • WASHINGTON 1, D. C. • STERLING 3-0525

November 18, 1954

**TO ALL LOCAL UNIONS
JOINT COUNCILS AND
AREA CONFERENCES:**

Dear Sir and Brother:

On December 1 of last year, a letter was sent to you, a copy of which is enclosed, as you may not have kept it in your files.

You will note that we particularly emphasized that the Post Office Department in your locality might have contended that contracts or arrangements were already made and we cautioned you to be on top of the situation as we approached the Christmas holidays this year.

It is urgent that not another day's delay be allowed to occur. It is our suggestion that you contact the truck owners and suggest that they also proceed without delay. If you and/or the truckers are close to your senators and congressmen, immediate contact should be made requesting them to exercise their influence in the direction of getting this hauling to legitimate truckers.

In any event, proceed immediately through any avenues available. Here in Washington, we are making contact at the top echelon to give aid from a national standpoint. Do not set this aside. I don't want our members to forget the serious work that has been done in trying to affect this shift of mail from rail to truck. If you, as an officer of the union, will afford yourself of this opportunity to personally get acquainted with the Postmaster in your area, it will not only serve to gain some part-time employment for our membership but it will establish a contact for the future which will be invaluable to the general progress of the International Union on the question of the hauling of mail.

Fraternally yours,

Encl.

DAVE BECK
General President



International Brotherhood of
TEAMSTERS, CHAUFFEURS
WAREHOUSEMEN & HELPERS *of America*
AFFILIATED WITH AMERICAN FEDERATION OF LABOR

100 INDIANA AVENUE, N. W. • WASHINGTON 1, D. C. • STERLING 3-0325

December 1, 1953

To Secretary-Treasurers of all Local Unions:

Dear Sir and Brother:

This is the time of year when mail volumes are rising to their Christmas peaks. It is a time when the mail transportation facilities normally used by the Post Office Department are strained to their utmost.

To handle the tremendous flow of mails, estimated this year to be about ten percent higher than 1952's record figures, the Department customarily secures additional transportation facilities.

I urge you to act at once to use every effort to have this increase in postal transportation requirements channeled to truck operators who employ Union Labor.

All too often temporary mail contracts are given to fly-by-night operators who pay far below the union scale. In some cases the Post Office uses defense vehicles to carry the surplus mails.

It is not our feeling that anything should be done to hamper the flow of mails -- on the contrary we feel here that everything should be done to expedite the mail movement particularly at Christmas time.

But a visit or visits should be made to the responsible postal official in your area and the problem pointed up. This can be done quietly but effectively.

In many instances you may be told that the contracts, or arrangements have already been made. In this case we feel that the sentiments of the Teamsters Union should be made known in anticipation of the same problem arising next year.

The responsible officials to be contacted in this matter will be the Postmaster in your city or town, or the assistant postmaster. In addition, if the Postal Transportation Service has an office in your area the District or General Superintendent of that office should be contacted.

I do hope that you will handle this matter with dispatch for it ties in directly with our overall program to bring about more mail transportation in trucks driven by members of our union.

Fraternally yours,

(signed) DAVE BECK

GP18-1100
12/53

DEMAND THIS BUTTON



Teamsters, Chauffeurs, Warehousemen & Helpers Union

Local No. 313

Affiliated With International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers—American Federation of Labor
Tacoma Building Trades Council—Tacoma Central Labor Council

Harry Saterlee, Secretary-Treasurer
Francis H. Chapin Jr., Business Representative

Paul Gonsrud, Business Representative
Edward C. Bucholz, Business Representative

ON ALL DRIVERS

Phone MArket 0106

220 South 27th Street

Tacoma, Washington

December 11, 1953 ADMINISTRATIVE FILE

Mr. Dave Beck
100 Indiana Avenue, N.W.
Washington 1, D.C.

Dear Sir and Brother:

In reply to your circular letter of December 1, 1953, pertaining to the handling of United States mail during the Christmas period, we have gathered the following information by contacting the Postmaster at Tacoma. He has advised us that Postal Regulations require them to use equipment that they can secure from other governmental agencies without cost to the Postal Department. Trucks in the Tacoma area are secured from Fort Lewis, McChord Field and/or the Navy Base.

Applications for extra help to handle the Christmas rush are taken during the month of November. There are approximately 200 extra people employed for this work and, from this number of people, they use approximately 20 truck drivers and 20 or more helpers. All drivers are compelled to take a driver's test,

The men are paid the starting rate for postal carriers which is \$1.50 per hour. We were informed by Mr. Vernon Utsinger, Postmaster, and Mr. Jones, Assistant Postmaster, that no changes in this procedure can be made unless such orders come directly from the Postal Department Headquarters in Washington D.C.

In our discussions with these two gentlemen, they stated they would be very happy to take applications from truck drivers and helpers, members of the Teamsters Union in Tacoma, for the reason that they would be relieved of the great responsibility of hiring inexperienced help. Past years have proven that such inexperienced help has been the cause of considerable damage to rolling equipment. They stated they would appreciate our contacting them in future years and making available to them experienced drivers and helpers who would not only be experienced at driving trucks but who would be men who are familiar with the city and this immediate postal area.

You can be assured that, in the future, we will inform our people of this employment which is available to them each year, at the Christmas time, with the idea in mind of obtaining employment for members of our Local Union.

Fraternally,

Harry Saterlee
Secretary

HS:dv

Have Your Parcels Delivered



GENERAL DRIVERS AND HELPERS

LOCAL NO. 657

I. B. of T. C. W. and H. of A.

126 NORTH ST. GARFIELD 5712 LABOR TEMPLE

SAN ANTONIO 8, TEXAS
December 10, 1953

AFFILIATIONS
AMERICAN FEDERATION OF LABOR
SOUTHERN CONFEDERATE OF TEAMSTERS
TEXAS CONFEDERATE OF TEAMSTERS
SAN ANTONIO TRADER SCHOOL
TEXAS FEDERATION OF LABOR
JOINT SCHOOL NO. 50

Mr. Dava Beck, General President
International Brotherhood of Teamsters, Chauffeurs
Warehousemen & Helpers of America
100 Indiana Avenue, N. W.
Washington 1, D. C.

ADMINISTRATIVE FILE

X

X

Dear Sir and Brothers:

I am in receipt of your letter dated December 1, 1953,
pertaining to temporary mail contracts in our jurisdic-
tion.

I would like to inform you that I have this date met
with Mr. Dan J. Quill, Postmaster, in San Antonio, and
have been informed by his office that the Army takes
care of their Christmas surplus.

They informed me that if their office or Mr. Quill,
could be of any assistance to our Local Union or the
International Brotherhood of Teamsters, to feel free
to call on them at any time.

Hoping that this matter has been taken care of to your
request.

With best wishes, I remain

Fraternally yours,

R. C. Shafer

R. C. Shafer
Business Manager
Local Union No. 657

RCS/as

RECEIVED
CLINE OL

DEC 14 8 45 AM '53

RECEIVED
IN OFF

ADMINISTRATIVE FILE

**TEAMSTERS, CHAUFFEURS
WAREHOUSEMEN & HELPERS** (1/)

AMERICAN POSTAL UNION

100 INDIANA AVENUE, N. W. • WASHINGTON 1, D. C. • STERLING 3-0525

December 1, 1953

To Secretary-Treasurers of all Local Unions:

Dear Sir and Brother:

This is the time of year when mail volumes are rising to their Christmas peaks. It is a time when the mail transportation facilities normally used by the Post Office Department are strained to their utmost.

To handle the tremendous flow of mails, estimated this year to be about ten percent higher than 1952's record figures, the Department customarily secures additional transportation facilities.

I urge you to act at once to use every effort to have this increase in postal transportation requirements channeled to truck operators who employ Union Labor.

All too often temporary mail contracts are given to fly-by-night operators who pay far below the union scale. In some cases the Post Office uses defense vehicles to carry the surplus mails.

It is not our feeling that anything should be done to hamper the flow of mails -- on the contrary we feel here that everything should be done to expedite the mail movement particularly at Christmas time.

But a visit or visits should be made to the responsible postal official in your area and the problem pointed up. This can be done quietly but effectively.

In many instances you may be told that the contracts, or arrangements have already been made. In this case we feel that the sentiments of the Teamsters Union should be made known in anticipation of the same problem arising next year.

The responsible officials to be contacted in this matter will be the Postmaster in your city or town, or the assistant postmaster. In addition, if the Postal Transportation Service has an office in your area the District or General Superintendent of that office should be contacted.

I do hope that you will handle this matter with dispatch for it ties in directly with our overall program to bring about more mail transportation in trucks driven by members of our union.

Faternally yours,

GP18-1100
12/53

INDEPENDENT
ADVISORY
COMMITTEE TO THE
TRUCKING INDUSTRY, INC.

DAVE BECK, National Chairman
JOHN M. REDDING, Consultant

RESEARCH DIVISION
503-4 Westory Building
605 14th Street, N. W.
WASHINGTON 5, D. C.

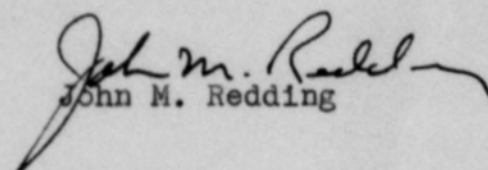
District 7-1041

November 30, 1953

Dear Ed:

Here's the draft I mentioned to you. You will note that I have tried to caution the local officials involved from precipitating any action that might cause public relations difficulties at this time.

Regards,


John M. Redding

Mr. Ed Cheyfitz
International Brotherhood of Teamsters
100 Indiana Avenue, N.W.
Washington 1, D. C.


J-21766

Successor (1953) to Trucking Industry National Defense Committee, Inc. (1951)

To Secretary - Treasurer of all
Local Unions:
DRAFT

Dear

: Sir - Brother

This is the time of year when mail volumes are rising to their Christmas peaks. It is a time when the mail transportation facilities normally used by the Post Office Department are strained to their utmost.

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I do hope that you will handle this matter with dispatch for it ties in directly with our overall program to bring about more mail transportation in trucks driven by members of our union.

DAVE BECK
General President



International Brotherhood of
**TEAMSTERS, CHAUFFEURS
WAREHOUSEMEN & HELPERS** *of America*

AFFILIATED WITH AMERICAN FEDERATION OF LABOR

100 INDIANA AVENUE, N. W. • WASHINGTON 1, D. C. • STERLING 3-0523

December 1, 1953

To Secretary-Treasurers of all Local Unions:

Dear Sir and Brother:

This is the time of year when mail volumes are rising to their Christmas peaks. It is a time when the mail transportation facilities normally used by the Post Office Department are strained to their utmost.

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But a visit or visits should be made to the responsible postal official in your area and the problem pointed up. This can be done quietly but effectively.

In many instances you may be told that the contracts, or arrangements have already been made. In this case we feel that the sentiments of the Teamsters Union should be made known in anticipation of the same problem arising next year.

The responsible officials to be contacted in this matter will be the Postmaster in your city or town, or the assistant postmaster. In addition, if the Postal Transportation Service has an office in your area the District or General Superintendent of that office should be contacted.

I do hope that you will handle this matter with dispatch for it ties in directly with our overall program to bring about more mail transportation in trucks driven by members of our union.

Fraternally yours,

(signed) DAVE BECK

GP18-1100
12/53

DAVE BECK
General President



International Brotherhood of
**TEAMSTERS, CHAUFFEURS
WAREHOUSEMEN & HELPERS** of America

AFFILIATED WITH AMERICAN FEDERATION OF LABOR

100 INDIANA AVENUE, N. W. • WASHINGTON 1, D. C. • STERLING 3-0525

ADMINISTRATIVE FILE

Christmas Mail

X

X

December 1, 1953

To Secretary-Treasurers of all Local Unions:

Dear Sir and Brother:

This is the time of year when mail volumes are rising to their Christmas peaks. It is a time when the mail transportation facilities normally used by the Post Office Department are strained to their utmost.

To handle the tremendous flow of mails, estimated this year to be about ten percent higher than 1952's record figures, the Department customarily secures additional transportation facilities.

I urge you to act at once to use every effort to have this increase in postal transportation requirements channeled to truck operators who employ Union Labor.

All too often temporary mail contracts are given to fly-by-night operators who pay far below the union scale. In some cases the Post Office uses defense vehicles to carry the surplus mails.

It is not our feeling that anything should be done to hamper the flow of mails -- on the contrary we feel here that everything should be done to expedite the mail movement particularly at Christmas time.

But a visit or visits should be made to the responsible postal official in your area and the problem pointed up. This can be done quietly but effectively.

In many instances you may be told that the contracts, or arrangements have already been made. In this case we feel that the sentiments of the Teamsters Union should be made known in anticipation of the same problem arising next year.

The responsible officials to be contacted in this matter will be the Postmaster in your city or town, or the assistant postmaster. In addition, if the Postal Transportation Service has an office in your area the District or General Superintendent of that office should be contacted.

I do hope that you will handle this matter with dispatch for it ties in directly with our overall program to bring about more mail transportation in trucks driven by members of our union.

Fraternalty yours,

Dave Beck

GP18-1100
12/53

P-2024-4/52

ADMINISTRATIVE FILE

Inter-Office Communication x

Christmas Mail

From the Office of the General President

Date November 13, 1953

To Jack Redding

Subject Christmas Mail

We want to prepare a letter to be sent out to all of our Local Unions regarding the handling of the Christmas Mail. Give some thought to what information and what position we logically could take in the local areas to be sure that this extra mail is being hauled by our union trucking employers rather than to be farmed out to a lot of other individuals and particularly to avoid the use of army trucks and other governmental agencies handling the surplus mail haul.

ECM:br

Einar O. Mohn

file
1-1

Inter-Office Communication

From the Office of the General President

Date November 13, 1953

To Eddie Cheyfitz

Subject Christmas Mail

We want to prepare a letter to be sent out to all of our Local Unions regarding the handling of the Christmas Mail. Give some thought to what information and what position we logically could take in the local areas. Be sure that this extra mail is being hauled by our union trucking employers rather than to be farmed out to a lot of other individuals and particularly to avoid the use of army trucks and other governmental agencies handling the surplus mail haul.

EOM:br

Einar O. Mohn

INDEPENDENT

ADVISORY

COMMITTEE TO THE

TRUCKING INDUSTRY, INC.

ADMINISTRATIVE FILE
Christmas Mail-1953
X
X

DAVE BECK, National Chairman
JOHN M. BEDDING, Consultant

RESEARCH DIVISION
503-4 Westory Building
605 14th Street, N. W.
WASHINGTON 5, D. C.

District 7-1041

November 16, 1953

Dear Einar:

Relative to your note on Christmas mails, the situation is briefly this -- excess mails are moved by both the local post offices for local delivery and the Postal Transportation Service for longer hauls in the Christmas period. However, these two organizations operate differently. The Postal Transportation Service generally speaking adds additional trips onto the schedules operated by their regular contractors.

The post offices on the problem of local mails, generally solicit bids from local truckers. The bids are supposed to be on a competitive basis. Actually in many areas the form of competitive bidding seems to be more important than the substance and the business tends to be somewhat in the form of local political patronage or friendship.

Defense vehicles that may be in the area and not in use by the Army, Navy, Air Force or Marine Corps are supposed to be made available to the Post Office Department for this purpose. Generally speaking unless there is a terrific crisis not many defense vehicles are used and then usually only after a last ditch appeal to the senior officer in the area.

The reason that defense vehicles are not generally used too much by the local postmasters goes back to what I had to say relative to local patronage and friendship. There is nothing to be gained politically or in any other way by using army vehicles.

Point of contact for truckers wishing to get into this business and by union officials seeking to make certain that organized companies do the hauling is the local postmaster or the assistant postmaster.

NOV 18 8 31 AM 1953

RECEIVED
FBI

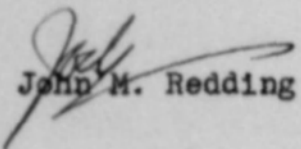
2-21746

Successor (1953) to Trucking Industry National Defense Committee, Inc. (1951)

- 2 -

For your information the Christmas rush for this year has already begun, particularly as regards international mails and very long haul domestic mails. The international mails peak will come about November 30th and as this peak is worked off the domestic mails begin to flood in. I am afraid you may find that local postmasters either have already made their arrangements for the Christmas rush or are in the middle of making them right now.

Regards,


John M. Redding

Mr. Einar Mohn
International Brotherhood of Teamsters
100 Indiana Avenue, N.W.
Washington 1, D. C.

RECEIVED
OFFICE OF

NOV 13 8 51 AM 1953

U.S. POSTAL SERVICE
WASHINGTON, D.C.